

--ABSTRACT OF THE DISCLOSURE

Automatic control of the thrust of an aircraft engine may include: (1) calculating a first difference between a measured speed and a reference speed of an aircraft to determine an intermediate term and (2) calculating a second difference between the intermediate term and a previously selected corrector term. If the second difference is greater than a threshold value, then the intermediate term is selected as a current corrector term. Otherwise, the previously selected corrector term is selected. The selected corrector term and an equilibrium term, which produces an equilibrium rating of the engine in the absence of disturbances, are summed to produce a control value, and the control value is applied to the engine.--